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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

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COUNTRY USSR (Azerbaijani SSR)

DATE DISTR. 7 October 1955

SUBJECT New Railroad Line in the Kirovabad Area

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 4 August 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 4 - sketches on ditto

REMARKS

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1. Work on the construction of the Alabashly ($40^{\circ}41'N/46^{\circ}18'E$) - Kushchinski Most railroad line was started in August 1945. Trains which carried construction material for the construction of the line were enlettered

ТУДЖИК НКВД 1

Construction work was executed by German PWs detained in Camp No 223 at Khanlar and by Soviet convicts. The German PWs working on subject railroad line were interned in the following camps:

Numerical Designation of Camp	Location	Number of Prisoners Detained
1	Alabashly	about 800 men
2	Kirkhli	" 500 "
21	near Kizyldzha	" 500 "
22	Kizyldzha	" 500 "
24	Kizyldzha	" 500 "
41	near Bayan	" 800 "
14	Bayan	" 500 "
11	Kushchinski Most	" 600 "

Total about 4,600 men

The approximately 1,000 Soviet convicts employed on the project were detained in two camps. All construction work was done by hand. One model Demag excavator and some compressors used for the preparation of blasting operations were the only machinery available. In September 1948, the German PWs were withdrawn from the construction site and subsequently employed on the construction of the Volga-Don Canal.

2. The Alabashly - Kushchinski Most railroad line was scheduled to be completed by 1950. Originally it had been planned to build the line as far as the ore mines in Dashkesan. The extension would have required the boring of a tunnel through a mountain. After some blastings had been made, work on the construction of this tunnel was suspended. Subsequently it was ordered to construct a cable railway

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from Dashkesan to Kushchinski Most for the hauling of ore. The main mission of the new railroad line was to carry the iron ore mined in the Dashkesan area from Kushchinski Most to Sumgait near Baku for further processing.

3. The Alabashly - Kushchinski Most railroad line branched off from the Tbilisi - Baku main railroad line near Alabashly, 10 to 15 km northwest of Mirovobad. The railroad line followed the valley of the Kashkarachai River which generally flows to the south.² The line was single-track and had a gauge of 1524 mm. It extends from Alabashly, respectively Karasha, via Kirkhli, Kizyldzha and Bayan to Kushchinski Most. New American rails were used for the building of the line. Soviet engineers complained that these rails were too light. The rails were nailed on non-cresoted ties of soft wood. The road bed consisted of an earth embankment topped by layers of gravel and ballast. By September 1948, the road bed had been built as far as Kushchinski Most. The pylons designed to support the overhead line for electric train operations were completed as far as Kizyldzha. The foundations for the pylons had been concreted on the Kizyldzha - Kushchinski Most section. Work on the installation of the overhead line itself and on the construction of transformer plants had not yet been started.
4. The following railroad stations existed on the line:
 - a. Alabashly.
The new line branched off to the south immediately east of the railroad station. From 10 to 12 dwelling houses for railroad personnel were under construction south of the railroad station. The old railroad station had 5 or 6 sidings each about 400 meters long.
 - b. Karasha. (N 42-13, E 47-11)
The newly constructed railroad stop of Karasha is at the eastern branch off point of the new railroad line. There is no locality in the vicinity of this railroad stop. Only a signalman's cabin and two houses were available. An interlocking plant had been built at the point where the new railroad line divided into two tracks, one leading to Alabashly, the other to Karasha.
 - c. Kirkhli.
The village of Kirkhly is located about 2 km south of the railroad station. The area of the railroad station is large enough to permit the construction of sidings. Water is provided by a brook from which it is directed to the station area through pipes. The buildings of the railroad station are built of stone.³
 - d. Kizyldzha.
The area of this railroad station does not permit the construction of additional tracks.⁴
 - e. Bayan. (N 40-34, E 46-09)
The railroad station is located in the middle of the village of Bayan.
 - f. Kushchinski Most.
Extensive blasting operations and earth moving were required for the construction of this railroad station which was not completed in September 1948.







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5. The iron ore shipped by cable railway from Dashkesan to Kushchinski Most was scheduled to be transloaded to rail through an ore dumping plant. Work on the construction of the cable railway had not been started by the end of the reported period. The distance between Kushchinski Most and the iron ore mine at Verkhni Kashkesan was estimated at 8 km as the crow flies.
6. The bridges on the Alabashly - Kushchinski Most railroad line cross gorges, highways, and brooks. They are steel or reinforced concrete structures and their length varies between 5 and 30 meters. They generally have a clearing of about 5 meters.⁶
No construction of signal installations, engine sheds, or railroad repair shops was observed during the reported period.
1.  Comment. The Soviet letters are abbreviations for "Main Administration for Railroad Construction Projects of the NKVD".
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2.  Comment. For sketch of the new railroad line, see Annex 1.
3.  Comment. For schematic sketch of the Kirkhli railroad station,
see Annex 2. 25X1
4.  Comment. For schematic sketch of the Kizyl'dzha railroad station,
see Annex 3. 25X1
5.  Comment. For schematic sketch of the Kushchinski Most railroad station,
see Annex 4. 25X1
6.  Comment. For location of bridges, see Annex 1.

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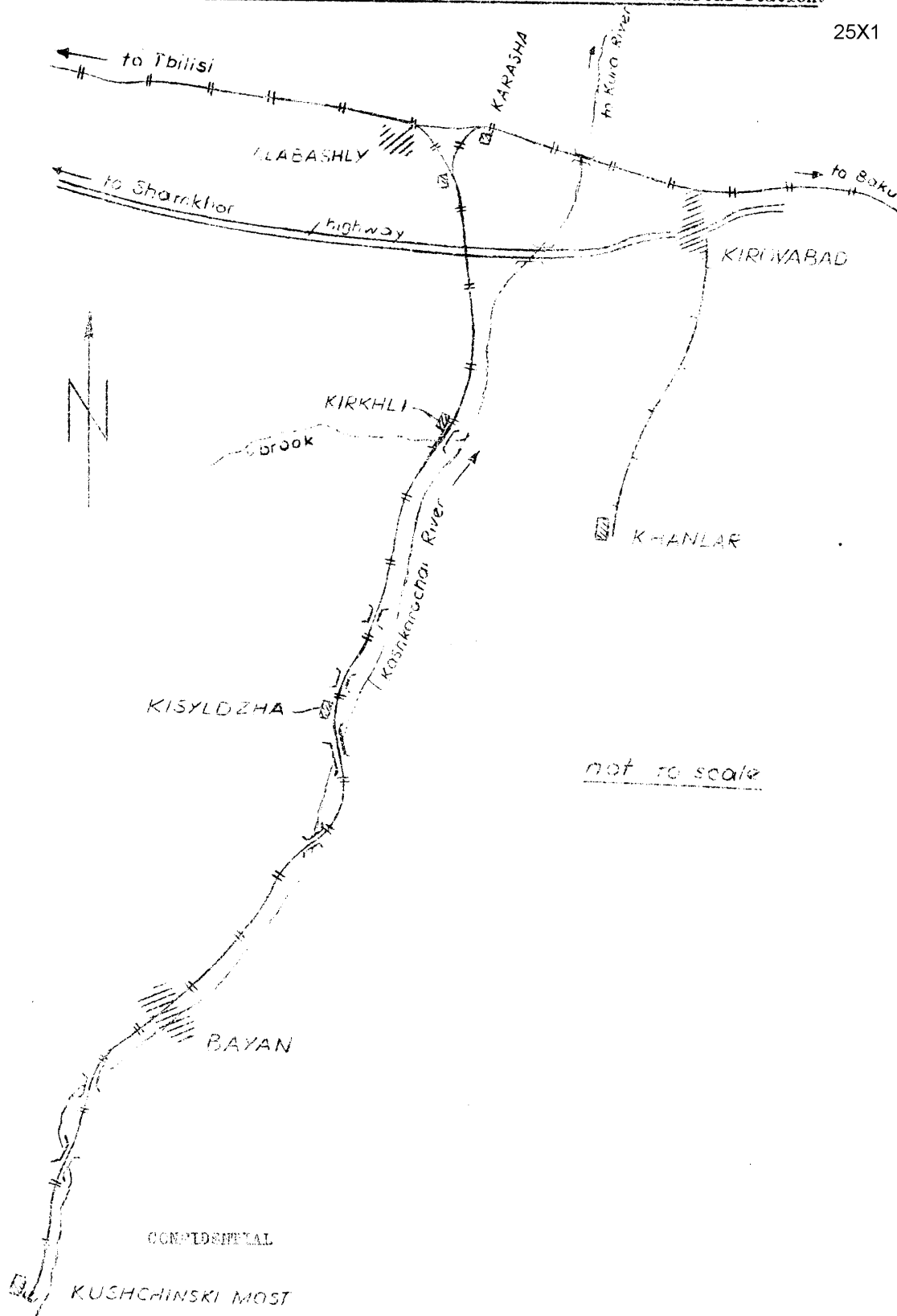
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Annex I

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Schematic Sketch of the Alabashly - Kushchinski Most Railroad Station.

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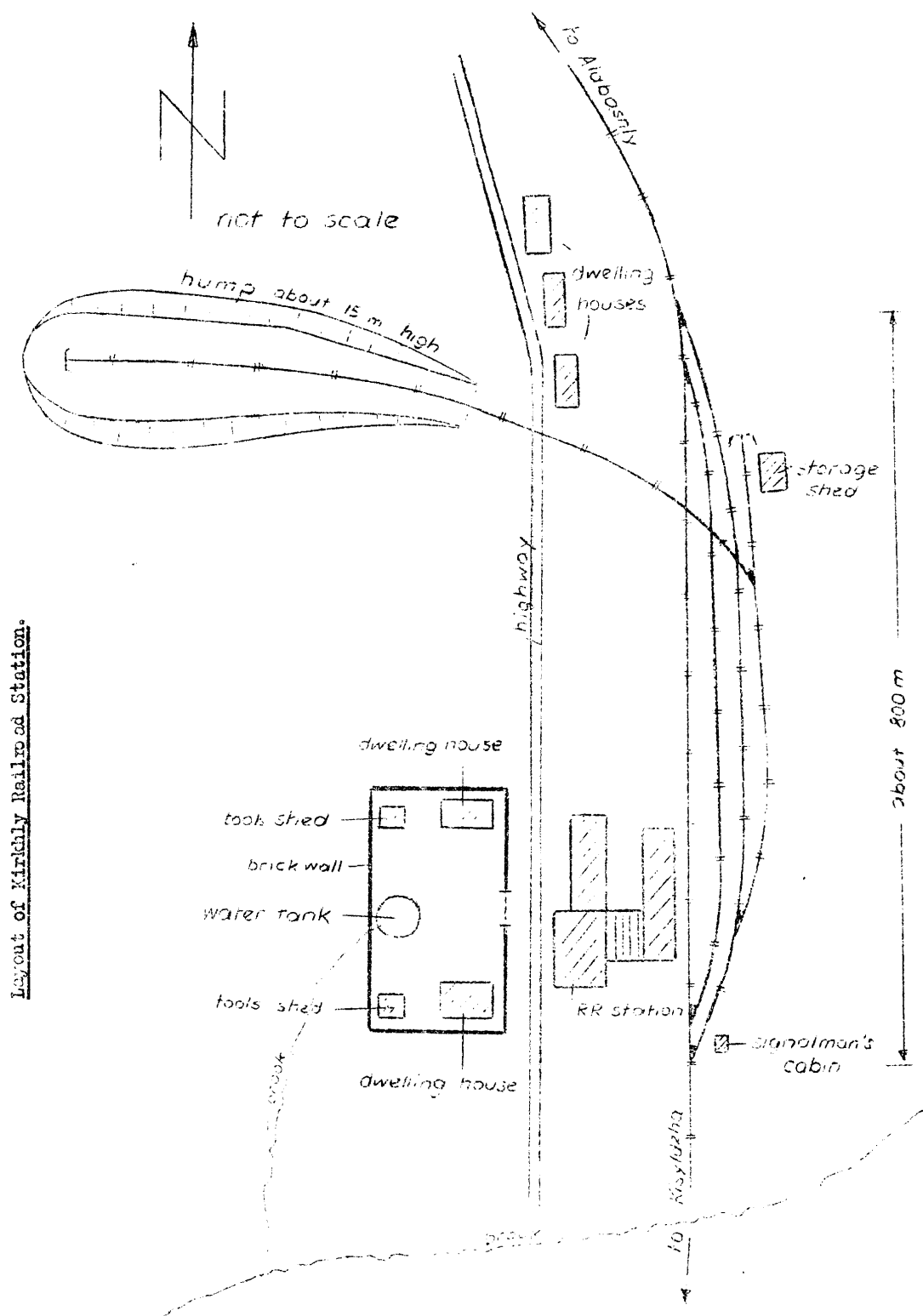
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Annex 2

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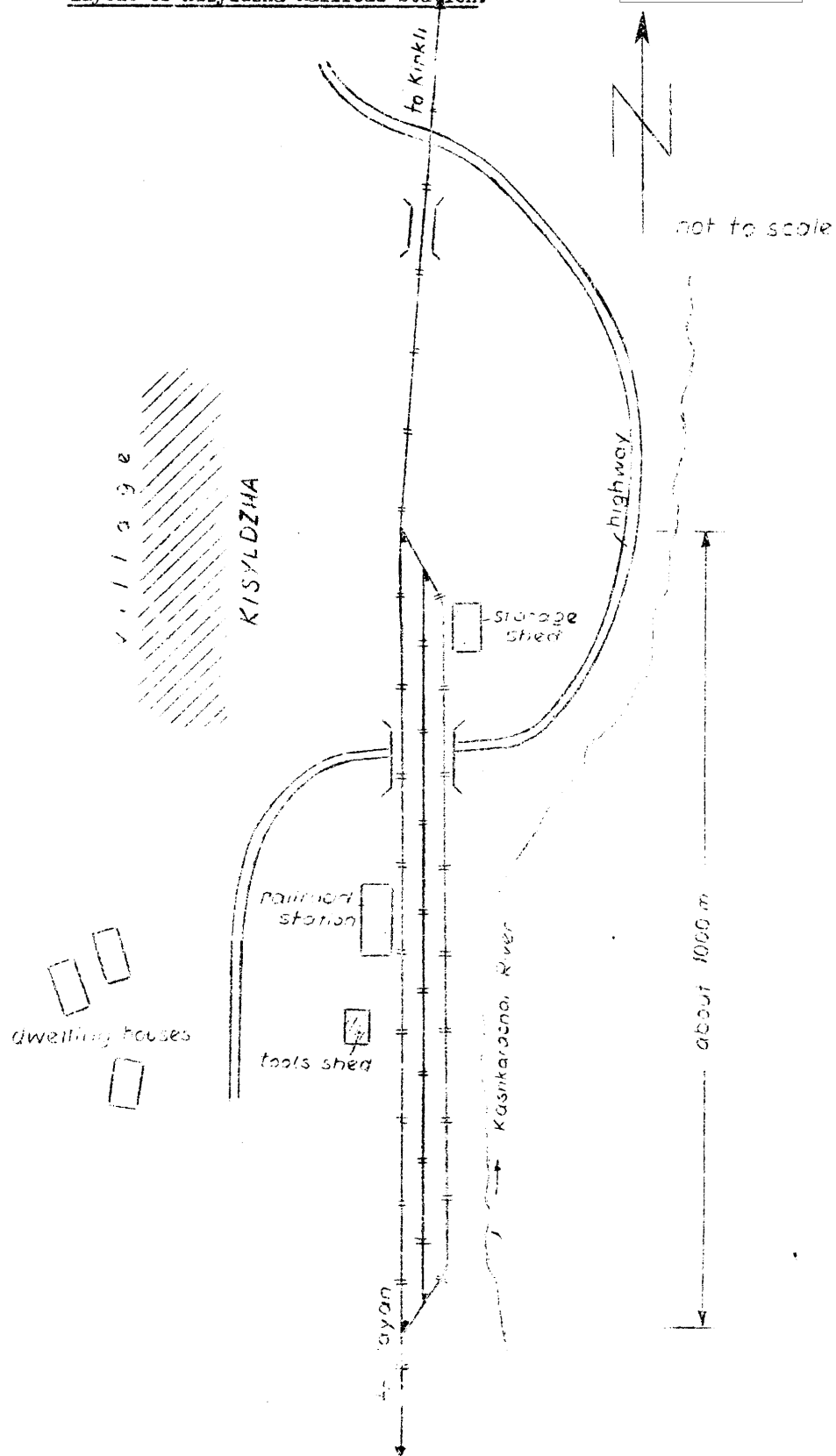
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Layout of Kisyldzha Railroad Station.

Annex

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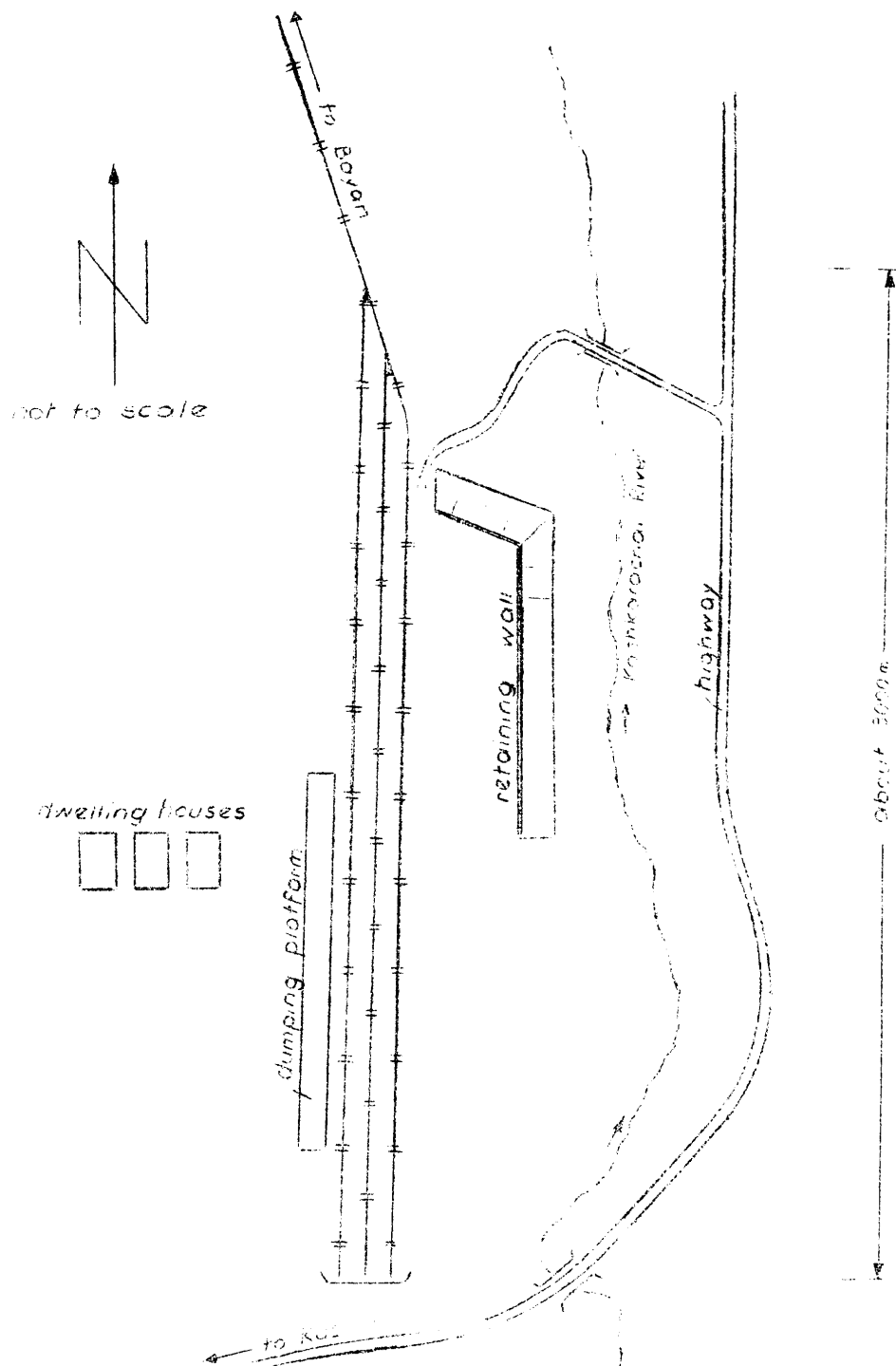
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Annex 4



Layout of Kushchinsky Most Railroad Station.

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